2 (TOYOTA JIDOSHA KABUSHIKI KAISHA).asn. and (control same (over adj roll))

348 (rollover or (roll adj over) or antiroll or (anti adj roll)) and (303/$ or 180/$).ccls.

60 ("303/146").CCLS.

111 ("303/191").CCLS.

172 ("303/146").CCLS.

56 ("303/149").CCLS.

63 ("303/191").CCLS.

39 ("303/149").CCLS.

0 (((((roll$4 or yaw$4) adj rate) same decel$6) and lateral) .clm.

208 ((((roll$4 or yaw$4) adj rate) and lateral) .clm.

139 (((((roll$4 or yaw$4) adj rate) and lateral) .clm.) and (303/$ or 180/$).ccls.

18 (("5931887") or ("5893896") or ("5878357") or ("6027183") or ("6053583") or ("5738420") or ("5676433") or ("5727853") or ("5732371") or (

0 (rollover or (roll adj over)) and (rate near (steering adj angle))

5 (rollover or (roll adj over)) and (rate same (steering adj angle))

9 (rollover or (roll adj over)) and ((roll adj angle) and (roll adj rate))

9 (("5029473") or ("5261506") or ("5428534") or ("5610575") or ("5623246") or ("5779264") or ("5788270") or ("5806008") or ("5872536")).PM

2 (rollover or (roll adj over)) and ((threshold or quantity) same proportional same (lateral adj acceleration))

0 (rollover or (roll adj over)) and ((roll adj angle) near proportional near (lateral adj acceleration))

0 (rollover or (roll adj over)) and ((roll adj rate) near proportional near (steering adj angle))

414 (rollover or (roll adj over)) and (spin$4 same roll$4)

40712 ((rollover or (roll adj over)) and (spin$4 same roll$4)) and 303/$.ccls. or 180/$.ccls.

15 ((rollover or (roll adj over)) and (spin$4 same roll$4)) and (303/$.ccls. or 180/$.ccls.)

0 (rollover or (roll adj over)) and (roll$4 adj8 function adj3 spinn$4)

0 (rollover or (roll adj over)) and ((roll adj rate) same (inertia$3 or delay) same phase$1)

4 (rollover or (roll adj over)) and ((roll adj rate) same (inertia$3 or delay))

1 ("4807128").PN.

511 ("180/282").CCLS.

2 (rollover or (roll adj over)) and (rate same (steering adj angle)) same (yaw near rate)

011896897   **Image available**
WPI Acc No: 1998-313807/*199828*
 **Motor vehicle movement stability control system - using lateral
 acceleration sensor and gyroscope sensor to determine angular shift
 velocity and movement condition of vehicle, and applying brake force on
 at least one vehicle wheel in response to movement condition**
Patent Assignee: AISIN SEIKI KK (AISE)
Inventor: HAMADA T; MIHARA J; NAKASHIMA H
Number of Countries: 002   Number of Patents: 002
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
DE 19747144	A1	19980604	DE 1047144	A	19971024	199828	B
JP 10129439	A	19980519	JP 96284301	A	19961025	199830	

Priority Applications (No Type Date): JP 96284301 A 19961025
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
DE 19747144	A1		20	B60T-008/88	
JP 10129439	A		14	B60T-008/24	

Abstract (Basic): DE 19747144 A
     The control system includes a braking arrangement for applying a
brake pressure at each vehicle wheel, a side acceleration sensor for
detecting a side acceleration of the vehicle, as well as a gyroscope
sensor for detecting a gyration of the vehicle. An angular shift
velocity of the vehicle is calculated based on the output signals of
the side acceleration sensor and the gyroscope sensor, and a vehicle
movement condition is determined based on the angular shift velocity.
     The brake arrangement is operated to apply a brake force and/or a
brake pressure on at least one of the vehicle wheels in response to the
movement condition, and irrespective of an activation of a brake pedal,
so as to maintain the stability of the vehicle movement. An abnormal
condition of at least one of the sensors, is detected based on the
angular shift velocity.
     ADVANTAGE - Maintains stability of vehicle movement, irrespective
of brake pedal activation, and enables detection of fault in lateral
acceleration sensor and gyroscope sensor being used.
     Dwg.1/12
Derwent Class: Q18; X22
International Patent Class (Main): B60T-008/24; B60T-008/88
International Patent Class (Additional): B60T-007/12; B60T-008/58;
 B60T-008/60; B60T-017/22

011745044   **Image available**
WPI Acc No: 1998-161954/199815
 **Error signal generation in motor vehicle for automatic brake control -
 involves comparing signals representing rotational speeds of vehicle
 wheels detected during turning motion, with set-point characteristic
 occurring during turning motion**
Patent Assignee: BOSCH GMBH ROBERT (BOSC)
Inventor: BERGER W; STUIBLE E; WEILAND R
Number of Countries: 005 Number of Patents: 006
Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week	
GB 2317427	A	19980325	GB 9719825	A	19970917	199815	B
DE 19638280	A1	19980326	DE 1038280	A	19960919	199818	
JP 10104248	A	19980424	JP 97229084	A	19970826	199827	
GB 2317427	B	19990609	GB 9719825	A	19970917	199925	
KR 98024773	A	19980706	KR 9747752	A	19970912	199927	
US 6044320	A	20000328	US 97933549	A	19970919	200023	

Priority Applications (No Type Date): DE 1038280 A 19960919
Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
GB 2317427	A		20	B60T-008/88	
DE 19638280	A1		10	G01P-003/44	
JP 10104248	A		8	G01P-003/42	
US 6044320	A			B60T-008/66	
GB 2317427	B			B60T-008/88	
KR 98024773	A			G01P-003/44	

Abstract (Basic): GB 2317427 A
     The process for generating an error signal in a motor vehicle
involves detecting wheel rotational speeds (Nvl,Nvr,Nhl,Nhr), as well
as detecting the existence of a turning motion from the detected speed
signals and/or from the detected steering angle. During a turning
motion, the speed differences Delta v, Delta h for the front and rear
axles are derived and the signs of those differences are compared
and/or the actual speed sequence is compared with two set-point
sequences (SR1,SR2) indicative of a plausible turning motion.
     If the signs are different and/or IR is not equal to SR1 or SR2,
for example due to transposition of electrical leads, this indicates an
implausible turning motion, and after a set count (T) exceeding a
threshold an error signal is generated, and automatic control of the
brakes of the vehicle, e.g. for driving stability, is terminated, with
braking then being under direct control of the vehicle driver.
     USE - For detecting error used to terminate automatic brake
control, used e.g. for stability, anti-lock or traction control.
     ADVANTAGE - Enables simple, efficient, early and accurate
recognition of errors in detection of wheel motions.
     Dwg.1/5
Derwent Class: Q18; S02; X22
International Patent Class (Main): B60T-008/66; B60T-008/88; G01P-003/42;
 G01P-003/44
International Patent Class (Additional): B60T-017/22; G01D-001/18;
 G01D-005/12